Reduction of staff in SAIL

128. SHRI RAMDAS AGARWAL: Will the Minister of STEEL be pleased to state:

(a) whether Steel Authority of India Limited (SAIL) is looking to further rationalize its work-force of 1.2 lakh by around 15 per cent thereby 20,000 workers are likely to be less on its rolls;

(b) whether the retiring staff will be provided jobs, if so, by when;

(c) whether reduction in staff will help SAIL in bringing down cost of expansion closer to the originally estimated target of Rs.54,000 crore;

(d) whether SAIL will be able to achieve increase in its capacity of 26 MT per annum by 2011; and

(e) if so, the details thereof?

THE MINISTER OF STEEL (SHRI VIRBHADRA SINGH): (a) Steel Authority of India Limited (SAIL) is a Navratna Company with manpower strength of 1,19,358 as on 01.10.2009. With a view to increase competitiveness and productivity of SAIL, rationalization of manpower has been a continuing focus area. With rationalization of manpower, several systemic changes such as cluster system of working, flexibility in deployment, automated working, adoption of best practices have been fostered thereby leading to improved efficiency and better work culture. However, there has been no retrenchment of employees.

(b) There is no policy in SAIL for providing jobs to the retiring staff.

(c) to (e) There is no significant co-relation between manpower rationalization and the estimated cost of expansion projects. The present modernisation and expansion plan of SAIL envisages increase in hot metal production from 14.6 million tonnes per annum to 23.46 million tonnes per annum in Phase-I to be completed by 2012-13 at an indicative investment of Rs.59,905 crore. Subsequently, further increase in the production of hot metal to 26.18 million tonnes per annum would be taken up in Phase-II depending upon the market situation.

New rail line from Ghanauli to Baddi

129. SHRIMATI VIPLOVE THAKUR : Will the Minister of RAILWAYS be pleased to state:

(a) whether Government proposes to lay a new rail line from Ghanauli to Baddi and a survey in this regard has been done;

(b) if so, whether Ghanauli-Baddi new rail line project has been sanctioned; and

(c) if not, the reasons therefor and the current status of the proposal alongwith the time by when the proposal of Ghanauli-Baddi rail line project is likely to be sanctioned?